

Supplementary Papers for Overview and Scrutiny Board

Date: Monday, 24 August 2020



5. Public Speaking

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To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

<https://democracy.bcpCouncil.gov.uk/documents/s2305/Public%20Items%20-%20Meeting%20Procedure%20Rules.pdf>

The deadline for the submission of public questions is Tuesday 18 August 2020.

The deadline for the submission of a statement is 12.00 noon, Friday 21 August 2020.

The deadline for the submission of a petition is 12.00 noon, Friday 21 August 2020.

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BCP Council – Overview and Scrutiny Board

Public Issues - 24 August 2020 – 2.00pm

Statements:

The following Public Statements have been received in relation to agenda item 7, Scrutiny of Transport and Infrastructure related Cabinet Reports – Emergency Active Travel Fund Programme.

Please consider the opinions of local residents before continuing with the closure of the Overcliff.

This decision has not been made with the proper consultation and residents are opposed on many levels.

This change would heavily affect traffic and parking in the side and back roads of Southbourne.

There is no need for increased pedestrian or cycle access in this area and it would ruin coastal views for vehicles and visitors to the area. Please urgently reconsider.

Rachel Allard – Local Resident

The proposals to close the roads along the cliff top is absolutely ridiculous! I live on Seaward Avenue and we have lots of children on this road. Do you know how dangerous it will be having thousands of cars directed down our road? How would you feel if someone directed thousands of cars down your road for NO REASON!!'

Residents on Seaward Avenue will not stay quiet on this matter. If this goes ahead we will protest and we will stop cars coming down our road.

Eve Ahlijah – Local Resident

I object, to the emergency measures to support active travel, that are proposed to be introduced. Particularly the closure of the Southbourne Overcliff Drive, funded by the Government's Emergency Active Travel Funding.

Diverting the traffic, will not do anything for the environment, apart from cause congestion, which will exacerbate the situation.

Stephen Nichols – Local Resident

Pushing traffic up side roads will be polluting but, my objection is to using the coast road as a designated cycle path at all. By virtue of its location it serves few people conveniently. It is not useful for anyone who lives e.g. Covena Road. When busy in the morning do you want to add 15 mins to get to a cycle path? The A338 and A35 to Southbourne, a useful, established intersecting route, serves people north and south of it, is adjacent to shops, wouldn't be as windy (which is dangerous), encouraging less confident cyclists. It's a great opportunity.

Emily Rubython – Future Local Resident

This is inappropriate application of covid, for a scheme that is unnecessary and dangerous.

Even if this did create a safer route for cyclists and pedestrians (which is questionable), it will be at the expense of safety and increased pollution in the alternative, mostly residential routes.

I use this route to commute and it always feels safe. This stretch of road is wide with good visibility- the same cannot be said for the "diversions".

Please look carefully at this scheme - I do not think you can afford to be "experimental" with peoples' lives.

Elaine Pearce – Local Resident

Another salient point is that this will affect the emergency services getting to their destinations within this ridiculously enclosed area. There is a huge strip to walk upon on the Overcliff.

It's a complete waste of money.

Put in cycle lanes if you wish but DONT close it.

Think of something better to do with the money and stop trying to justify your time with this futile exercise.

Karen Yates – Local Resident

Just driven through Southbourne Crossroads bear the Co-Op. money would be better spent improving this area to encourage and create a thriving community of artisan shops and restaurants like Southbourne Grove. It's close to the beach access, easy to get to Xchurch and it's been virtually run down for the past 40 years at least. Surely that would be money well spent. It would encourage trade, bring more employment to the area and give variety and draw of revenue.

Seems to make more sense to me.

Karen Yates – Local Resident

I object to the proposed scheme. It will force traffic up side roads (e.g. Seaward Avenue, Portman Crescent etc) which are too narrow for such high volumes of traffic. It will be very dangerous at peak times e.g. school run time due to the large numbers of children walking and scooting (there are 5 primary schools all within walking distance of the area concerned). This will be detrimental to residents and visitors alike. Accidents are inevitable.

Victoria Mixer – Local Resident

It will push traffic onto Beechwood Road where the zebra crossing at Woodland Walk, is used by three primary schools and a secondary school. The council was informed of many near misses involving children November 2019. Raised crossing and speed bumps do not work - cars are speeding up by the time they get to the dark crossing.

Claire Drain - Local Resident

I assume BCP has not consulted with the four schools for their views? The parents for their views? Why is the trial being conducted when car use still has not recovered to pre-lockdown levels, and during school times where the impact on child road safety this can be assessed? These are key omissions.

David Drain – Local Resident

I would be happy to support the proposals if the Council can show that they have carried out and documented a Risk Assessment of the proposal which includes the likely effects of displaced traffic on the surrounding roads. If one has been done, could you point me at a copy,

Ted Vary – Local Resident

My huge concern is that if implemented these schemes will create congestion in adjacent residential roads and dangers to cyclists pedestrians and other road users

I co-own three business premises in Southbourne Grove. The lessees will see their livelihoods seriously damaged when after March shutdown they are clawing back to full opening. They provide a valuable service to the electorate in BH6 and beyond .

They pay Business rates and Coastal Bid levy to BCP

The Unity Alliance have little to no understanding of traffic management

The Unity Alliance has no understanding of local Commerce and Business.

Alan Turle – Local Residents

We live at 76, in the bends opposite Marine Road and over the 28 years we've lived here we've seen the traffic get much heavier and faster so much so they we regularly feel unsafe pulling off the drive. These new measures we feel will deter commuters using the Overcliff as a rat run to and from Bournemouth and thereby significantly reduce the speed of the traffic using the road.

It will be an inconvenience for us when we want to drive to Bournemouth but the benefits of less traffic far outweigh this. We fully support the trial.

Keith and Melanie Goddard – Local Residents

The decision to close this major road is Ultra Vires and should be stopped immediately. It doesn't comply with the Government's proposals "to establish car free streets in a move to free up space for social distancing", as motorists, cyclists and pedestrians already coexist here and social distance safely, so the closure is not needed.

Moving the traffic onto minor residential roads and Southbourne Grove will be dangerous, cause more pollution and additional social distancing problems. You are also discriminating against the elderly and disabled who cannot walk or cycle and need a car for their day-to-day requirements.

Diane Smelt – Local Resident

I am totally opposed to the scheme.

I've lived on Seaward Avenue for over 10yrs. I've witnessed our road become a rat run for traffic from Wentworth Avenue via Fishermans Walk and from Overcliff to the Grove.

'The Commodore' takes beer, food and linen deliveries from large lorries. These take space at the Overcliff end. The customers park their cars all along our road when they can also taking up space.

There is 'Seaward Day Nursery' where children are dropped off and picked up regularly.

If this trial goes ahead the impact to Seaward Avenue will be horrendous.

Ridiculous Idea!

Tracy Lock – Local Resident

I walk the overcliff and cycle regularly at varying times. I have found no issues from a pedestrian or cyclists point of view, as the pavements and roads are wider than average. Crossing points are sufficient too. As a driver I have to drive further to go to the same places - increasing any risk to pedestrians or cyclists, albeit in a different area. Barriers will result in three point turns and cars racing down residential side streets to make up time, causing a new danger pedestrians and cyclists. I see no benefits only chaos!

Jo Gray – Local Resident

I totally object to this ridiculous idea for all the reasons well documented on local social media. PLEASE BOTHER TO READ THEM!

Terry Cunningham – Local Resident

I strongly object to the proposal to close the Overcliff roads to motor transport.

1. No consultation with residents, businesses, Southbourne Councillors, NHS services etc. Minimal notice.
2. No baseline/comparative data identified/provided. How will alteration in emission levels be measured/verified?
3. Compresses traffic through narrow roads and introduces multiple right turns: hence additional hazards to pedestrians/cyclists
4. Diverted to roads with worse accident record.
5. Gridlock in Southbourne Grove & side-roads – more emissions, emergency services delay to residents etc

Gridlock at Wentworth Ave & Fisherman's Walk to Southbourne Grove – more emissions

Vicki Whitham – Local Resident

I was worried to hear the plan to pedestrianise the Overcliffe. I often walk to the beach with my 3 children and have never worried about our safety. I use the

Overcliffe daily to drive 1 child to nursery in Southcliffe road (before dropping off to my other 2 children to school in Christchurch) so the proposed plans would cut me off! I would need to queue in the already busy Southbourne high street route to turn off one of the side roads which would take me much longer. Cutting off the overcliffe only increases traffic through the main routes and Southbourne high street which is already busy. The crash incident map shows the majority of accidents happen inland (not on the Overcliffe) and around the high street where there would now be traffic bottle necking towards. Our road will turn into a rat run for cars trying to turn round and make residential roads busier.

Lindsey Carr – Local Resident

I cannot believe this plan is being considered. It will lead to:

Increased journey commute times!

Increased pollution from spending more time in traffic!

Increased noise pollution in otherwise quiet streets!

Increased probability of accidents, especially at the junction of Fishermen's Avenue and Pine Avenue!

Increased chances of pedestrian accidents trying to cross Wentworth Avenue to Fishermen's Walk!

Many drivers will probably not use Overcliff and go via Bellevue Road into Southbourne Grove which is already congested!

Hopefully common-sense will prevail.

I've lived here for 40 years and use the Overcliff almost daily. The traffic moves fairly well at all times.

Nick Presland – Local Resident

I wish to strongly object to the above proposal. I live in BH6 4AE and work along the route affected and in many of the surrounding roads. If you wish to protect cyclists stop penny pinching and construct a proper route along the cliff top or alternatively repair the roads so cyclists are not forced to the middle of the road due to very poor road surface.

Luke Elms – Local Resident

We strongly oppose the experimental closure of this coastal vehicular scenic route to improve covid distancing and for cyclists.

This is a very popular scenic drive and is our route to the East. The proposed diversions take traffic around parks used by children and using this route for through traffic creates more danger and hazards to pedestrians, cyclists and traffic. There will be many designated overnight parking bays lost, bigger vehicles will require tree lopping, movement of pavement edge lampposts and create severe congestion in Wentworth Avenue.

The proposal will not achieve the objective.

David Trenchard – Employed Locally

With respect to the proposed layout changes to the Boscombe Overcliff. Sometimes in life you do not have to use a tape measure to see that something will not fit.

It is true that we do not need a trial or data to know that these changes will not cut obesity or save lives through social distancing but we can be sure that they will cause pollution through traffic congestion.

This idea should be stopped before it is put in.

Richard Clifford – Local Resident

We (my wife and myself) fully support the above proposals and any others which encourage bicycle travel in and around Southbourne.

John and Jill Mather – Local Residents

Our company is based in Christchurch and provides removals and deliveries services across the conurbation, the family have been carrying out this work here for just over 100 years.

We operate vans large and small and use them to suit the work in hand.

The proposed diversionary route is impossible for some of our vehicles. If the objective really is to improve covid distancing and improve the route for cyclists we recommend that a 20mph limit for an experiment between Dalmeny Road and Michelgrove Road.

David Trenchard – Works locally

I need to voice my opposition to the proposal to close the Boscombe Overcliff Drive at Woodlands and Fisherman's Walks for these reasons. 1. Re-diverted traffic will cause terrible jams or gridlocks in many nearby roads 2. Angry drivers will perform dangerously 3. More pollution will result from standing traffic. 4. This will not encourage more active travel.

Please do not allow this to happen.

Instead, please resurface the Overcliff and add cycle lanes here or on cliff top adjacent to walking paths, then everyone is happy.

Rachel Dickinson – Local Resident

I am in support of the proposed trial:

1. Used as race track at night in ASB way
3. Encourage people to think twice about using car
3. Encourage more public transport use
4. Our streets should not be designed around cars, people, buses and active travel first
5. Yet to see an alternative suggestion from those against.

Andrew Eydmann – Local Resident

I'm outraged that BCP are proposing to close the Overcliffe to traffic, making it a cycle route to stop cyclists using the promenade.

Our conurbation is practically gridlocked as it is, without the ridiculous notion of closing roads. We are Road Tax and Council Tax payers - how dare BCP block off roads in favour of cyclists?

Closing the Overcliffe will make no difference whatsoever to the quantity of cyclists using the promenade wishing to cycle by the sea. The local businesses will be adversely affected at a time when BCP should be supporting them, not attempting to ruin them.

Nicola Prior – Local Resident

Do you listen to the residents of Bournemouth or do you blindly follow your political objectives irrespective of realistic objections. I have never heard of such a stupid proposal as closing sections of the cliff top. Where are you coming from?

John Reid – Local Resident

My husband and father both have limited mobility and are both registered disabled. We used to enjoy sitting at Evening Hill and admiring the views, along with many others. Parking at the bottom of the hill, or any parking off other roads is prohibitive as my husband has Multiple Sclerosis and my father has COPD. The walk from the car parked on Evening Hill was only just about manageable and now we are discriminated against and unable to enjoy these spectacular views. It is a blatant breach of the Equalities Act and ignoring any Disabled persons rights to access.

Sarah Morgan – Local Resident

I object to the closure of the Southbourne Overcliff Drive which will have an adverse effect on our area. Traffic in surrounding residential roads, and congestion on nearby roads when traffic diverts will increase. This will lead to a reduction in air quality, more noise for residents and safety issues for the population – many of whom are elderly and do not have nor want to get on a bike.

This experiment, which will have such a big impact on our lives, is not needed.
Traffic

Valerie Hunt – Local Resident

I am distressed to hear the council are considering the closure of Southbourne Overcliff to be a worthwhile venture. Their reasons listed mainly include traffic calming and providing safe places for cyclists and walkers. However, the plans include the movement of traffic in and out of parking spaces throughout the day. So cyclists and pedestrians still have to remain constantly vigilant of motorists, which defeats the point.

The increase of traffic around Southbourne Grove, Southbourne Road and Wentworth Avenue will cause further congestion in areas used by many pedestrians for shopping and school runs.

Kate Eiloart – Local Resident

Poole Harbour is a mecca for watersports and losing car parking spaces in that particular area is most unwelcome. It has an easy access slipway. The other access points in that area are through small cutouts in the harbour wall or down slippery concrete slipways with a very large step at the bottom to the seabed.

Councillor Hadley was emailed with alternatives to the cycle lane/footpath, but dismissed them out of hand. I hope these suggestions are reconsidered in a few months time when this temporary measure is evaluated.

Saying the EDSC car park was still accessible was ridiculous, as it is a 10-12 space private car park.

Philip Noden – Local Resident

Keyhole bridge - Closure to vehicles, will drive more traffic through Orchard and Twemlow Avenues as people will still want to use the route through Poole Park. This will create delays elsewhere with additional traffic on surrounding roads. Whilst many support the quest for more sustainable travel, such schemes are not as effective as they could be without considering wider impacts, offering alternatives and asking people their views. It seems some of the schemes have been paused/scrapped due to public pressure or as a result of consultation. But not this one, where there has been no advance consultation or dialogue.

John Challinor – Local Resident, Chair Parkstone Bay Association

As residents of southbourne for 42 years we have never heard of a more stupid scheme than to stop through traffic on the overcliffe drive. The build up of traffic from Wentworth Avenue to Southbourne Grove will be impossible and Seaward Avenue will be a rat run. Several times a week we cross the road by the commodore with the dog and it is perfectly safe with the crossing and the lights.

Carolyn and Peter Dennis

Petition

The following petition was submitted by Harry Alexander a local resident.

Councillor Andy Hadley, has decided to use Public Money through the Emergency Measures Bill to take out all of the Parking Spaces on Evening Hill to provide for one Group of people i.e. 'Cyclists'. Cllr Hadley details that the existing parking bays will become a cycle lane with barriers... Many questions have been asked of Councillor Andy Hadley, one requesting the Equality Assessment Report for transparency of this scheme. To date, the Councillor has chosen not to answer the Public's questions nor provide the Equality Report.

So many different user groups and local residents are appalled at such a bad decision: These include: Paddle boarders; windsurfers; fishermen; walkers; sailing

clubs; visitors; disability groups; Open Spaces Society; Dorset CPRE; Parkstone Bay Assoc.; Branksome Park and Canford Cliffs RA; and many more....

If you wish to retain the Car Parking Bays on Evening Hill, Poole, please sign this petition.

The petition had 540 signatures in total, of which 315 signatures provided a postcode which was within the BCP Council area.

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